

COUNTRY Yugoslavia

REPORT NO.

TOPIC Airfield at SAMOPIJE

25X1A

EVALUATION.

DATE OF CONT

DATE OBTAINED _____

REFERENCES Air Rpt. J-1373

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS.

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1. The SKOPLJE (Y 48/C 70) airfield was located southeast of the town, between the railroad line to VELLES (Y 48/J 07) and the Vardar River. The airfield area was about 5,000 x 8,200 feet, one quarter of which was covered by buildings. A spur track ran across the field. The airfield had been heavily damaged in the war.
2. The airfield was divided into two sections by a road:

Section (a) comprised: The landing field, four new EM barracks (two-story stone structures, each about 40 x 82 feet) on the northwestern border fifteen new, corrugated sheet metal hangars, each about 100 feet square with a storage capacity of 12 to 16 aircraft; a 100 x 250-foot steel repair hangar with brick and concrete lining. This repair hangar which had four skylights in the slightly inclined roof, had an assembly section and a passage, both of them reaching to the roof, and four two-story sections in the corners, housing repair shops on the first floor and some storage rooms, one repair shop, several office rooms and EM quarters on the second floor. Two of the workshops were being equipped with new metal-working machines from Czechoslovakia and some obsolescent machines from Germany. All types of repair work, including large-scale work, could be done in this repair hangar.

Section (b), south of the road, comprised: Headquarters and administrative buildings; officers' club with motion picture theater; PX; swimming pool; garages; a new radio station; a fire house; workshops; small and large storerooms and an underground fuel dump. All workshops and garages were provided with the most modern equipment. The quarters and officers' club were well furnished. There was ample building material and, since 1947, sufficient construction machinery. A building with a special approach road, where aircraft passengers were checked, was located at the northern field border.

CLASSIFICATION

Document No. 1
CONFIDENTIAL

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Next Review Date: 2008

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DDI Memo 4 Apr

Auth: IDA REG-87/1763

Date: 23 MAY 51 By: [Signature]

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[REDACTED]

3. There were few antiaircraft gun emplacements. Individual double barreled 20-mm machine guns of Soviet and Italian make were distributed over the area, most of them being emplaced near the hangars.
4. a. The occupation was estimated at 1,200 including ground and guard personnel. An average of 1,000 PWS, including "specialists", worked at the airfield until February 1948. Later, only a small detail remained there.
- b. About 60 fighters of Soviet make and 35 "IL-2" ground attack aircraft of Soviet make were parked in the hangars. There were also about 12 biplanes for training purposes and some trainers of German make ("Focke wulff", "Klemm" and Buecker"). Routine flight training was being done.

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Comment:

- a. The reported location of the airfield agrees with previous information.
- b. 25X1A [REDACTED] four barracks at the field.
- c. Eight hangars and one repair hangar were observed at the field in April 1947. Seven more hangars were apparently built before February 1948, increasing the total number to 15.
- d. The statements on the occupation of the airfield in February 1948 are probably correct since [REDACTED] 25X1A [REDACTED] fighter and ground attack aircraft to be stationed at the airfield in April 1947.

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